

## Collisions by Number of Units Involved

While collisions involving a single vehicle occur less frequently than collisions involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle collisions were 2.9 times as likely to result in a fatality as multiple-vehicle collisions were in 2005. Table 6 shows the number of collisions and injuries involving both single and multiple vehicles by the severity of the collision and injury. Multiple-vehicle collisions include collisions between more than one motorized vehicle and collisions between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

<b>Table 6</b> <b>Collisions and Injuries by Number of Vehicles Involved: 2005</b>				
<b>Type of Collision</b>	<b>Single Vehicle</b>		<b>Multiple Vehicles</b>	
	<b>Collisions</b>	<b>Injuries</b>	<b>Collisions</b>	<b>Injuries</b>
Fatal	143	155	100	120
Serious Injury	593	746	807	1,066
Visible Injury	1,187	1,560	1,927	2,758
Possible Injury	1,414	2,011	3,882	6,295
Property Damage	5,885		12,300	
<b>Total</b>	<b>9,222</b>	<b>4,472</b>	<b>19,016</b>	<b>10,239</b>

In 2005, single-vehicle collisions represented only 33% of all collisions, yet accounted for 59% of all fatal collisions. Of the 143 fatal single-vehicle collisions, 129 (90%) occurred on rural roadways.

Of the 100 multiple-vehicle fatal collisions, 9 involved a pedestrian and 3 involved a bicyclist. Only 36% of all fatal collisions involved two or more motor vehicles. Of the 100 fatal multiple-vehicle collisions, 65 (or 65%) occurred on rural roadways.

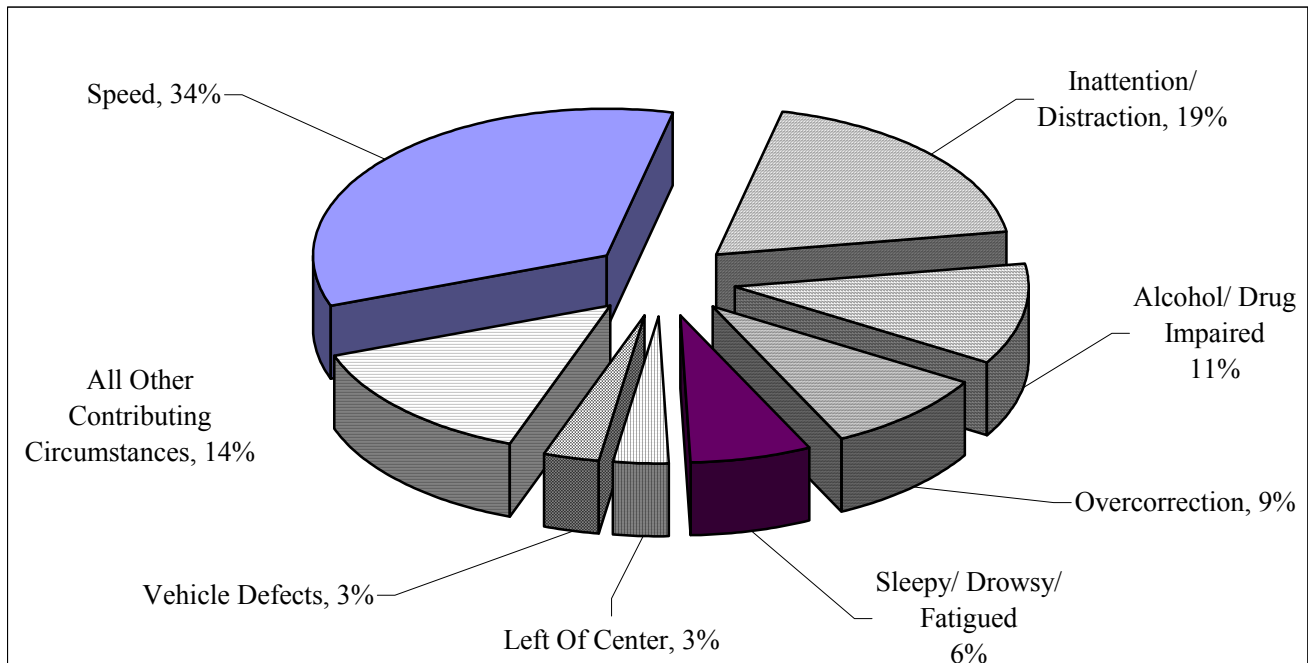
Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collisions, contributing to more than 1 out of every 3 collisions. Speed also contributed to 6% of all multiple-vehicle collisions.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/distraction contributed to 1 out of every 4 collisions involving two or more vehicles and 1 out of every 5 collisions involving a single vehicle. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle collisions, contributing to 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 11% of single vehicle crashes and 3% of multiple vehicle crashes.

**Figure 3**  
**Single-Vehicle Collisions – Contributing Circumstances: 2005**



**Figure 4**  
**Multiple-Vehicle Collisions – Contributing Circumstances: 2005**

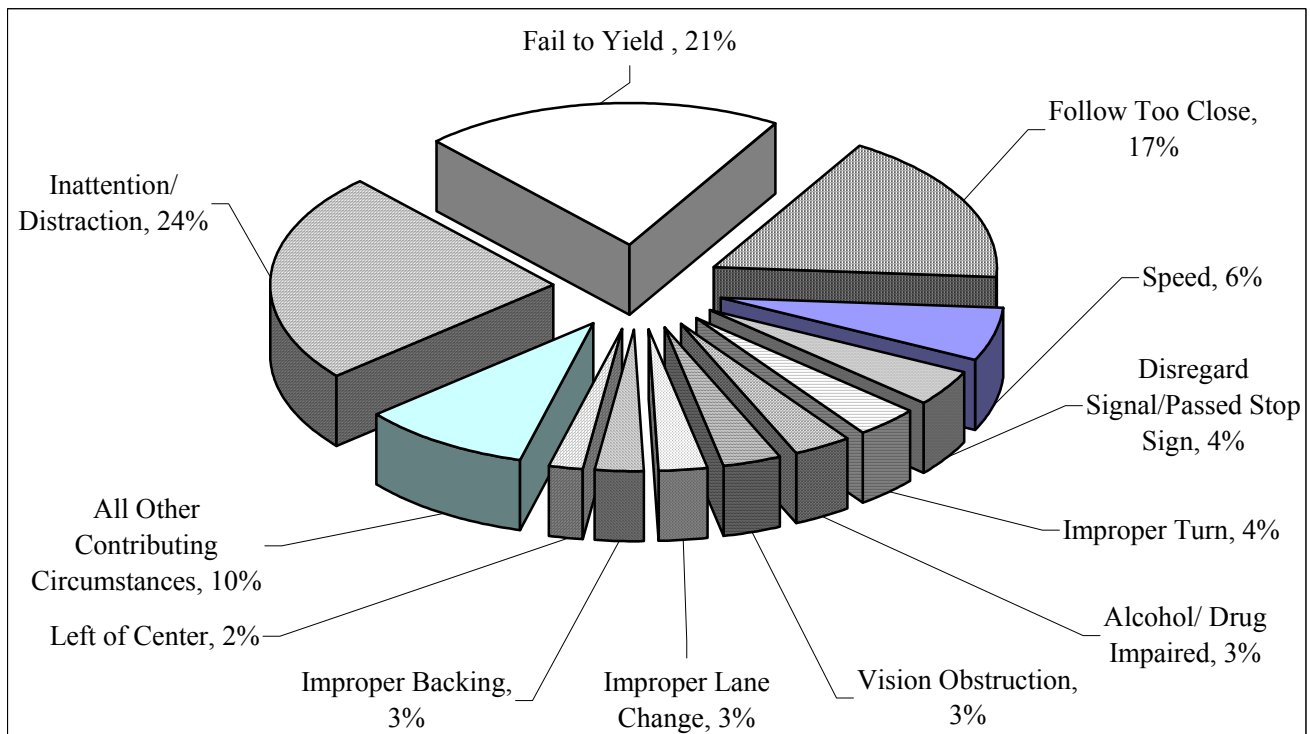


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

<b>Table 7</b> <b>Most Harmful Events for Fatal Collisions Involving Single and Multiple Vehicles : 2005</b>	
<b>Single-Vehicle Collisions</b>	<b>Multiple-Vehicle Collisions*</b>
Overturn (72.0%)	Head On (22.0%)
Tree (8.4%)	Angle (17.7%)
Utility Pole (4.2%)	Side Swiped Opposite (15.8%)
Embankment (2.1%)	Angle - Turning (8.6%)
Guardrail Face (2.1%)	Pedestrian (8.1%)
Immersion (2.1%)	Overturn (7.7%)
Other Object - Fixed (2.1%)	Head On - Turning (4.3%)
Ditch (1.4%)	Rear End (4.3%)
Fence (1.4%)	Bicyclist (2.9%)
Culvert (0.7%)	Same Direction - Turning (2.4%)
Curb (0.7%)	Side Swiped - Same Direction (1.9%)
Domestic Animal (0.7%)	Parked Vehicle (1.4%)
Fell / Pushed / Jumped (0.7%)	Backed Into (0.5%)
Fire (0.7%)	Building Wall (0.5%)
Wild Animal (0.7%)	Other Object - Fixed (0.5%)
	Other (0.5%)
	Tree (0.5%)
	Utility Pole (0.5%)
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2005, there were 209 units involved in the 100 fatal multiple vehicle collisions.</p>	

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 76% of the single vehicle fatalities and 43% of all fatalities in 2005.

Of the 119 people killed in single-vehicle rollovers, 40 (or 34%) were wearing seat belts. Of the 79 people who were killed in single-vehicle rollovers and not wearing a seat belt, 65 (or 82%) were totally or partially ejected from their vehicle.